

U.S. Department of Transportation
U.S. Coast Guard
LOCAL NOTICE TO
MARINERS



APRIL
MONTHLY EDITION NUMBER 14

NOTICE NUMBER 14-00

April 04, 2000

Boating Safety Classes or Information: 1-800-336-BOAT (2628)

** INTERNET ADDRESS **

<http://www.uscg.mil/d13/>

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (oan)
915 Second Avenue, Seattle, Washington 98174-1067
Telephone (206) 220-7270 FAX # (206) 220-7285

BROADCAST NOTICES TO MARINERS (BNMs)

This Local Notice to Mariners (LNM) includes information concerning waterways in the Thirteenth Coast Guard District promulgated by the following broadcasts:
BNM 0299-00 to 0317-00

LIGHT LIST REFERENCE: COMDTINST M16502.6, Light List Volume VI, 1999 Edition

I. SPECIAL NOTICE

33 CFR PART 165-

165.1310 STRAIT OF JUAN DE FUCA AND ADJACENT COASTAL WATERS OF NORTHWEST WASHINGTON – Makah Whale Hunting – Regulated Navigation Area –

- (a) The following area is a Regulated Navigation Area (RNA): From 48°15.0'N, 124°42.1'W northward along the mainland shoreline of Washington State to Cape Flattery and thence eastward along the mainland shoreline of Washington State to 48°22'N, 124°34'W; thence due north to 48°24.5'N, 124°34'W; thence northwesterly to 48°27.1'N, 124°41.8'W; thence due west to 48°27.1'N, 124°45.5'W; thence southwesterly to 48°22.7'N, 124°49.3'W; thence southerly along the three nautical mile line to 48°15'N, 124°47.6'W; thence due east back to the shoreline of Washington at 48°15'N, 124°42.1'W. Datum: NAD 1983
- (b) During a whale hunt, while the international numeral pennant five (5) is flown by a Makah whale hunt vessel, the following area within the RNA is a Moving Exclusion Zone: The column of water from the surface to the seabed with a radius of 500 yards centered on the Makah whale hunt vessel displaying international numeral pennant five (5). This Moving Exclusionary Zone is activated only when surface visibility exceeds one nautical mile, between sunrise and sunset, and the Makah whale hunt vessel displays the international numeral pennant five (5). The Moving Exclusionary Zone is deactivated upon sunset, when visibility is reduced to less than one nautical mile, or when the Makah hunt vessel strikes international numeral pennant five (5).
- (c) Unless otherwise authorized by the Commander, Thirteenth Coast Guard District or his or her representative, no person or vessel may enter the active Moving Exclusionary Zone except for:
- (1) Authorized Makah whale hunt vessels actively engaged in hunting operations under direction of the master of the Makah vessel flying international numeral pennant five (5), and
 - (2) A single authorized media pool vessel operating in accordance with paragraph (f) of this section.
- (d) The international numeral pennant five (5) is only authorized to be displayed from one Makah whale hunt vessel during actual whale hunt operations. No other vessels may display this pennant within the RNA at any time. Whale hunt operations commence when a whale hunt vessel is underway and its master intends to have a whale killed during the voyage. Whale hunt operations cease once this intent is abandoned, a whale is landed, or when the international numeral pennant five (5) is struck.
- (e) The Makah Tribe shall make SECURITE broadcasts beginning one hour before the commencement of a hunt and every half hour thereafter until hunting activities are concluded. This broadcast shall be made on channel 16 VHF-FM and state:
- “A whale hunt is proceeding today within the Regulated Navigation Area established for Makah whaling activities. The (name of vessel) is a (color and description of vessel) and will be flying international numeral pennant five (5) while engaged in whaling operations. This pennant is yellow and blue in color. Mariners are required by federal regulation to stay 500 yards away from (name of vessel), and are strongly urged to remain even further away from whale hunt activities as an additional safety measure.”
- (f)
- (1) Credentialed members of the media interested in entering the moving Exclusionary Zone may request permission to operate a single media pool vessel in the Moving Exclusionary Zone by telephoning Coast Guard Public Affairs, as soon as practicable at (206) 220-7237 during normal working hours, and (206) 220-7001 after hours. Coast Guard pre-authorization is required prior to entry into the Moving Exclusionary Zone by a single media pool vessel.

I. SPECIAL NOTICE (continued)

- (2) The media pool vessel must be a U.S. documented vessel. The media pool vessel must be under command at all times within the Moving Exclusionary Zone by a master licensed in the U.S. to carry passengers for hire. All expenses, liabilities and risks associated with operation of the media pool vessel lie with members of

- the pool and the pool vessel owners and operators.
- (3) The master of the media pool vessel shall maneuver to avoid positioning the pool vessel between whales and hunt vessel(s), out of the line of fire, and a prudent distance and location relative to whale hunt operations, and in a manner that avoids hindering the hunt or path of the whale in any way.
 - (4) Although permitted to maneuver within the Moving Exclusionary Zone, personnel aboard the media pool vessel are still required to follow safety and law enforcement related instructions of Coast Guard personnel.

WASHINGTON – PUGET SOUND – SOUND SIGNALS -

The Coast Guard has discovered that certain models of fog detectors may not activate the sound signal if a failure of the fog detectors occurs. Below is a list of aids to navigation that have potential bad fog detectors:

LLNR	Name	LLNR	Name	LLNR	Name
16280	Ediz Hook Light	17400	Dofflemeyer Point Light	19790	Turn Point Light
16335	New Dungeness Light	17405	Olympia Shoals Light	19695	Lime Kiln Light
16400	Point Partridge Light	18035	Orchard Point Light	17090	Browns Point Light
16475	Point Wilson Light	18070	Point Glover Light	17125	Thea Foss Waterway Light
16495	Point Hudson Light	18080	Waterman Point Light	17215	Point Defiance Light
16500	Marrowstone Point Light	18085	Point Herron Light 12	16915	Alki Point Light
16550	Point No Point Light	18460	Mukilteo Light	19350	Burrows Island Light
16800	West Point Light	19265	Bellingham Brkwr. Ent. Lt 2	19540	Iceberg Point Light 2
16980	Three Tree Point Light	17070	Robinson Point Light	19555	Cattle Point Light

Mariners are urged to exercise caution and report any discrepancies to the nearest Coast Guard Unit.

WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Dive Operations –

Dive operations will be conducted within the southbound traffic lane of Admiralty Inlet at 48°09.3'N, 122°44.4'W. These operations will occur on 28 April, 26-27 May, and 23-24 June 2000, and be performed during daylight hours. The dive platform will display the international dive flag (Alpha flag), and monitor VHF-FM Channels 5A, 13, and 14. Mariners are urged to exercise caution while transiting the area.
Chart 18464

OREGON – DEEP WATER DATA BUOY –

The National Oceanic and Atmospheric Administration has deployed a data buoy in approximate position 42°54.2'N, 130°54.6'W. The physical description of the data buoy is an orange and white disk, 10 ft wide, 12 ft tall, showing a Fl W (3) 20s. This data buoy is scheduled to remain for approximately one year.

OREGON - Cable Laying Operations –

Cable laying operations will commence on or about 14 April 2000. The cable ship VERCORS and the tug STACEY FOSS will be engaged in these operations. Cable laying will begin at Nedonna Beach, Oregon, 46°38.6'N, 124°58.4'W and continue to 45°30.0'N, 124°24.0'W then to the Hawaiian archipelago. The vessels will have restricted maneuverability during these operations.

ALASKA - PACIFIC OCEAN - HIGH SEAS DRIFTNET (HSDN) ACTIVITY

Background:

United Nations General Assembly (UNGA) Resolution 46/215 created an international moratorium on large-scale high seas pelagic driftnet fishing beginning January 1, 1993. This resolution established a worldwide moratorium on the use of driftnets on the high seas beyond any country's 200-mile limit. Additional information is available at the following Internet sites:

North Pacific Anadromous Fish Commission: <http://www.npafc.org/>

Earthtrust: <http://www.earthtrust.org/>

The United States government led the effort to ban driftnets on the high seas, and requests that mariners on the high seas be on the alert for such activity and report any suspicious vessels or net to the United States Coast Guard at 1-800-246-7236 or 1-510-437-3701.

The following field guide will enable the mariner or aviator to recognize characteristics common to all driftnet-fishing vessels and to immediately and accurately identify violators of the international moratorium on HSDN fishing.

HSDN Fishing Vessel Characteristics:

HSDN fishing vessels look and operate in ways very similar to longline fishing vessels. HSDN fishing vessels range from 120 to 200 feet in length and are typically in fair to poor condition. There are a number of characteristics that distinguish high seas driftnet fishing vessels from other types of fishing vessels:

- Net tube: the most distinguishing characteristic of HSDN fishing vessels is the presence of a large, usually white tube, which extends from the working deck to the net bin aft. This pipe is about two feet in diameter, runs along the port or starboard side of the superstructure, and is clearly visible from both the surface and air.
- Net bin: After the net is retrieved and the catch is sorted on the working deck, the net is passed through the net tube back to the net bin. While longline fishing vessels have a similar structure in which line is stored, most HSDN fishing vessels will have some sort of structure aft in which the nets are stored.
- Net spreader: As the net is deployed, it is passed over a triangular or roller net spreading device, which prevents the net from becoming entangled as it enters the water. While only visible from the stern, this is one characteristic, which clearly distinguishes a HSDN fishing vessel from a longline or other fishing vessel.
- Extra net: HSDN fishing vessels typically carry excess nets and usually store them on the weather decks. The extra nets are stored in white sacks and can be stacked or strewn about the decks.
- Extra floats/transponders: These are also stored on the weather decks. Driftnets are marked every quarter mile by a marker with a flag and transponder approximately 4-6 feet tall.
- Markings: Occasionally, HSDN fishing vessels will attempt to conceal their name or nationality. However, most sail with the vessel name clearly identified on the bow and stern.
- Flag: There have been no recorded instances of Japanese or Korean vessels involved in HSDN fishing since the UN Moratorium was enacted, as both countries implemented extensive vessel buyback programs. However, Taiwan has continued to be involved in HSDN fishing through various re-flagging schemes. Most HSDN fishing vessels are Taiwanese-operated, but are Chinese-flagged, stateless, or operate under a flag of convenience. Within the last two years, Russian flagged vessels have been detected and apprehended conducting HSDN operations.

I. SPECIAL (continued)

ALASKA - PACIFIC OCEAN - HIGH SEAS DRIFTNET (HSDN) ACTIVITY (continued)

When the net is in the water, it is marked approximately every quarter mile with circular and radio beacons with flags and whip antennae spaced periodically throughout the set. In addition, the net itself is usually marked with a series along the surface, which have been compared to swimming pool lane markers. Other types of floats have also been used, including larger spherical floats about 2-3 feet in diameter.

The presence of floats and markers does not necessarily indicate driftnet activity on its own. Longline gear has been mistaken for driftnet gear in the past.

In recent years, HSDN activity has been detected in the area bounded by the Japanese, Russian, and U.S. EEZ to the West and North, by 40 degrees north latitude to the South and 173 degrees east longitude to the East (see chartlet). This area lies on the great circle routes for many ports, so it is possible mariners in this region may encounter

HSDN vessels or deployed gear, especially between April 1st and September 30th. In addition, other areas of the North Pacific outside of this region are of interest, as vessel s may be engaged in targeting squid and tuna, especially in warmer waters.

HSDN fishing vessels may or may not avoid merchant vessel traffic. While HSDN fishing vessels targeting salmon operate in a region of heavy shipping traffic, there have been very few reports of HSDN fishing from merchant vessels. It is unknown as to whether they deliberately attempt to remain far enough away so as not to be identified, or if they operate under the assumption that most shipping activity does not recognize this form of fishing as illegal activity.

Fishing methods: HSDN fishing vessels typically set their nets either in late afternoon or early morning as they try to let the nets soak during dawn or dusk, as fish rise to the surface layers to feed. The vessels will then drift throughout the day or overnight while the nets soak for approximately 6 hours, and then retrieve the nets. The nets are often hauled in by means of a powerful deck winch or power block. While the nets soak, HSDN fishing vessels will typically remain nearby and may drift with the nets.

Public information on HSDN vessels and activity will greatly assist the U.S. Coast Guard's efforts to enforce the United Nations moratorium against HSDN fishing. Sighting reports should be made to the following U.S. Coast Guard Command Centers as soon as possible after initial contact to facilitate investigation. Information particularly useful includes detailed description of the vessel and activity, position and photographs.

- Honolulu, HI: 1-800-331-6176
- Juneau, AK: 1-907-463-2000
- Alameda, CA: 1-800-246-7236

FEDERAL REGISTER – SHOULD THERE BE FEDERAL REQUIREMENTS TO CARRY GROUND TACKLE ON RECREATIONAL VESSELS – Request for comments –

The Coast Guard is seeking comments from interested people, groups and businesses in response to a petition for rulemaking submitted by the National Boating Federation (NBF). The petition requests that the Coast Guard require that all recreational vessels in the United States carry proper anchoring gear and that the gear be in useable condition. Currently, Federal regulations do not require that ground tackle(anchor and line or chain) be carried on recreational vessels as safety equipment. This notice describes the Coast Guard's policy for establishing National minimum safety equipment carriage requirements for recreational vessels, and related issues, to assist interested persons with providing helpful comments as to whether the Coast Guard should initiate a regulatory project.

Comments and related material must reach the Docket Management Facility on or before **May 22, 2000**.

To make sure your comments and related material (referred to **USCG-1998-4447**) are not entered more than once in the docket, please submit them by only one of the following means:

- (1) By mail to the Docket Management Facility, U.S. Department of Transportation, room PL-401, 400 Seventh Street SW, Washington, DC 20590-0001.
- (2) By hand-delivery to room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.
- (3) By fax to the Docket Management Facility at 202-493-2251.
- (4) Electronically through the Web Site for the Docket Management System at <http://dms.dot.gov>.

This notice of petition for rulemaking and request for comments appeared in the Federal Register: November 22, 1999 (Volume 64, Number 224) Individuals may obtain a full copy of this notice, which contains pertinent background information and offers questions on the topic, by calling the U. S. Coast Guard Info line at 1-800-368-5647, or read it on the Internet at the Web Site for the Office of Boating Safety at <http://www.uscgboating.org> or at <http://dms.dot.gov>.

RECREATIONAL BOATING SAFETY—FEDERAL REQUIREMENTS FOR WEARING PERSONAL FLOTATION DEVICES – Request for Comment -

The Coast Guard is seeking comments from interested people, groups, and businesses about the need for, and possible alternatives to, Federal requirements or incentives for people to wear lifejackets while engaged in a limited number of specific boating activities on the water. We will consider all comments and consult further with the National Boating Safety Advisory Council (NBSAC) to determine whether we should propose any Federal rules that would help to reduce the number of recreational boaters who drown in the circumstances identified by this notice and by the comments to it.

Comments and related material must reach the Docket Management Facility on or before **April 3, 2000**. To make sure your comments and related material (referred to **USCG-1999-6219**) are not entered more than once in the docket, please submit them by only one of the following means:

- (1) By mail to the Docket Management Facility, U.S. Department of Transportation, room PL-401, 400 Seventh Street SW, Washington, DC 20590-0001.
- (2) By hand-delivery to room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.
- (3) By fax to the Docket Management Facility at 202-493-2251.
- (4) Electronically through the Web Site for the Docket Management System at <http://dms.dot.gov>.

This notice and request for comments appeared in the Federal Register: October 5, 1999 (Volume 64, Number 192). Individuals may obtain a full copy of this notice, which contains pertinent background information and offers questions on the topic, by calling the U. S. Coast Guard Info line at 1-800-368-5647, or read it on the Internet at the Web Site for the Office of Boating Safety at <http://www.uscgboating.org> or at <http://dms.dot.gov>.

WASHINGTON - STRAIT OF JUAN DE FUCA –PORT ACCESS STUDY -

The Coast Guard announces preliminary study recommendations of a Port Access Route Study which is evaluating the continued applicability of and the need for modifications to the current vessel routing measures in and around the Strait of Juan de Fuca and adjacent waters. The goals of the study are to help reduce the risk of marine casualties and increase vessel traffic management efficiency in the study area. Preliminary recommendations indicate that marine transportation safety can be enhanced through several modifications to the existing vessel routing system and limited regulatory changes. The Coast Guard solicits comments on the preliminary recommendations presented in this document so we can complete our Port Access Route Study.

Please see 65 FR 8917 for details of these preliminary recommendations. You may view all submitted documents relating to this study at <http://dms.dot.gov> docket number 4974. General questions relating to the submission of comments may be directed to the team leader, Mr. John Mikesell at (206) 220-7272.

I. SPECIAL NOTICE (continued)

OREGON – U.S. COAST GUARD AUXILIARY – Boating Safety Classes –

The U.S. Coast Guard Auxiliary will be conducting Boating Safety Classes in the following locations:

LOCATION	DATES	TIME	CONTACT
Newberg, OR	29 Mar –26 Apr	T.B.A.	George Otte at (503) 472-9121
Newberg, OR	20 Sep – 18 Oct	T.B.A.	George Otte at (503) 472-9121
Salem, OR, Chemketa CC	04 May – 01 Jun	1900	Chemketa CC registration
Salem, OR, Chemketa CC	07 Sep – 05 Oct	1900	Chemketa CC registration

II. DISCREPANCIES - DISCREPANCIES CORRECTED

THE FOLLOWING AIDS TO NAVIGATION ARE NOT WATCHING AS ADVERTISED IN THE LIGHT LIST VOLUME VI, THIRTEENTH DISTRICT SECTION: **Highlighted** text denotes new discrepancy since last LNM.

NOTE: Mariners are cautioned that portions of missing structures may remain.

<i>LL #</i>	<i>Aid Name</i>	<i>Status</i>	<i>Chart</i>	<i>BNM</i>	<i>LSNM</i>
688	NOAA DATA LIGHTED BUOY 46029	MISSING	18520	0072-00	03/00
8915	JARVIS LOWER RANGE A REAR LIGHT	EXTINGUISHED	18587	0294-00	13/00
9935	CLATSOP SPIT LIGHTED BELL BUOY 8	MISSING	18521	0298-00	13/00
13027	UNION PACIFIC RAILROAD RACON	INOPERATIVE	18542	0271-00	12/00
15735	GRAYS HBR N CHNL RANGE D FRONT LT	DESTROYED	18502	1071-99	50/99
19345	DENNIS SHOAL BUOY 16	OFF STATION	18427	0286-00	13/00
19350	BURROWS ISLAND LIGHT	RED SECTOR OBSCURED	18427	0202-00	09/00

<i>LL #</i>	<i>Aid Name</i>	<i>Status</i>	<i>Chart</i>	<i>BNM</i>	<i>LN#</i>
18470	GEDNEY ISLAND FISH REEF BUOY A	MISSING	18444	0107-99	05/99
19360	SKYLINE MARINA LIGHT 1	EXTINGUISHED	18427	0440-99	18/99
19377	HUNTER BAY AQUACULTURE LB (2)	MISSING	18429	0949-99	46/99

<i>LL #</i>	<i>Aid Name</i>	<i>Status</i>	<i>Chart</i>	<i>BNM</i>	<i>LN#</i>
	NONE				

<u>LL #</u>	<u>Aid Name</u>	<u>Status</u>	<u>Chart</u>	<u>BNM</u>	<u>LNM</u>
	NONE				

<i>LL #</i>	<i>Aid Name</i>	<i>Status</i>	<i>Chart</i>	<i>BNM</i>	<i>LNM</i>
9825	TILLAMOOK ENTRANCE FRONT RANGE LT	DISCONTINUED	18558	0270-99	11/99
9830	TILLAMOOK ENTRANCE REAR RANGE LT	DISCONTINUED	18558	0270-99	11/99
9830	TILLAMOOK ENTRANCE REAR RANGE LT	SECTOR LIGHT	18558	0769-99	35/99
17298	PITT PASSAGE ROCKS DAYBEACON	TRUB	18448	0503-98	30/98

<i>LL #</i>	<i>Aid Name</i>	<i>Status</i>	<i>Chart</i>	<i>BNM</i>	<i>LN#</i>
	NONE				

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Horizontal Datum	Source of Correction	Current Local Notice to Mariners
18427	19th Ed.	3/27/99	Last LNM 01/97	NAD 83	(NOS SIVLER SPRINGS) or (CGD13)	02/97
		WA - FRANKLIN LAKE - PROTECTION WATERWAY - SHELTER HARBOR -				
	Add		Safe Channel Light "2", Fl R 4s	15FT 4M		47°48'30"N 122°15'00"W
	Corrective action		Object of corrective action			Position

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles.

18421	42nd ed. WA - BRITISH COLUMBIA - STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA CHANGE	03/06/1999 Swinomish Channel South Entrance Daybeacon 11C Swinomish Channel South Entrance Daybeacon 11B	LAST LNM : 01/00	NAD 83		(CGD13)14/00
				to	48°22'09.0"N 122°31'20.0"W	
18423	31st ed. WA - PUGET SOUND - BELLINGHAM TO EVERETT INCLUDING THE SAN JUAN ISLANDS CHANGE	01/05/1999 Swinomish Channel South Entrance Daybeacon 11C Swinomish Channel South Entrance Daybeacon 11B	LAST LNM : 12/00	NAD 83		(CGD13)14/00
				to	48°22'09.0"N 122°31'20.0"W	
	DELETE	Swinomish Channel South Entrance Daybeacon 15		at	48°22'31.3"N 122°30'39.0"W	
18427	19th ed. WA - ANACORTES TO SKAGIT BAY CHANGE	03/27/1999 Swinomish Channel South Entrance Daybeacon 11C Swinomish Channel South Entrance Daybeacon 11B	LAST LNM : 07/00	NAD 83		(CGD13)14/00
				to	48°22'09.0"N 122°31'20.0"W	
	DELETE	Swinomish Channel South Entrance Daybeacon 15		at	48°22'31.3"N 122°30'39.0"W (NOS SEATTLE, WA)14/00	
	ADD	Sounding 73		at	48°24'59.1"N 122°40'14.9"W	

Sounding 45	at	48°24'20.6"N	122°42'49.0"W
Sounding 85	at	48°23'40.9"N	122°43'23.7"W
Sounding 17	at	48°24'47.2"N	122°40'17.1"W

18542 10th ed. 01/08/2000 LAST LNM : 12/00 NAD 83
 OR & WA - WEST COAST - COLUMBIA RIVER - JUNIPER TO PASCO
 RELOCATE Lake Wallula Daybeacon 46 from 46°12'32.5"N 119-04'45.0"W to 46°12'32.3"N 119°04'44.9"W

V. ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

NONE

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

Comments can be mailed to the address at the top of page 1 to this Local Notice to Mariners.

Comments are requested on or before 14 April 2000 Attn: Mr. John Barberi.

SNAKE RIVER – LAKE SACAJAWEA – Range Light Change –

The Coast Guard proposes to change Windust Range Front Light (LLNR 13445) and Snake River Mile 6 Range Front Light (LLNR 13160) from all around lights to lights visible 4 degrees each side of the rangeline. Snake River Mile 1 Range Front Light (LLNR 13105) changed from an all around light to 14 degrees each side of the rangeline. This proposal is to align/equalize the intensities of the range lights.

Chart 18545

Comments are requested on or before 14 April 2000 Attn: Mr. John Barberi.

WASHINGTON – SAN JUAN CHANNEL AND ADMIRALTY INLET – Dayboard Change –

The Coast Guard proposes to change the dayboards on Colvos Rocks Light (LLNR 16515), Bird Rocks Light (LLNR 19645), and Viti Rocks Light (LLNR 19200) from NB to NW worded "DANGER ROCK". These changes are considered necessary to best identify the rock hazards.

Chart 18400, 18421, 18423, 18424, 18434, 18441, 18445, 18473, 18477

Comments are requested on or before 14 April 2000 Attn: Mr. John Barberi.

WASHINGTON – PADILLA BAY – Light Color Change –

The Coast Guard proposes to change Williams Point Light (LLNR 19018) to Williams Point Light 3 (LLNR 19018) showing a flashing green light every 6 seconds (Fl G 6s) with square shaped green dayboards. This change is considered necessary to conform with the lateral system of navigation in the area.

Charts 18440, 18421, 18423, 18424

Comments are requested on or before 14 April 2000 Attn: Mr. John Barberi.

WASHINGTON – WILLAPA BAY – Light Information –

The Coast Guard proposes to remove the higher intensity beam down channel on Toke Point Light 3 (LLNR 15230) and reduce the nominal range from 6 to 5 nautical miles. This change will provide a more standard intensity and safely mark the channel.

Chart 18504

Comments are requested on or before 14 April 2000 Attn: Mr. John Barberi.

WASHINGTON – STRAIT OF JUAN DE FUCA – Rosario Strait – Sector Light Discontinuance –

The Coast Guard proposes to discontinue the red sector on Burrows Island Light (LLNR 19350). The sector is not considered necessary for safe navigation in the area. Williamson Rocks are marked to the south by a lighted gong buoy and Dennis Shoal is marked on the west side by a buoy.

Chart 18421, 18423, 18427, and 18429

Comments are requested on or before 28 April 2000 Attn: Mr. John Barberi.

OREGON – COQUILLE RIVER ENTRANCE –Range Light Information –

Due to background lighting, the Coast Guard proposes to change the color of Coquille River Entrance Range Front and Rear Lights (LLNR 8690/8695), from red to white.

Chart 18588

VI. PROPOSED CHANGES IN AIDS TO NAVIGATION (continued)

Comments can be mailed to the address at the top of page 1 to this Local Notice to Mariners.

Comments are requested on or before 12 May 2000 Attn: Mr. John Barberi.

OREGON – SIUSLAW RIVER – Entrance Range Change –

The Coast Guard proposes to change Siuslaw River Entrance Range Front & Rear (LLNR 9440 & 9445) from lighted throughout 24 hours to night time operations only.

Chart 18583

VII. GENERAL

DREDGING IN PROGRESS OR PLANNED WITHIN THE 13th COAST GUARD DISTRICT.

MARINERS ARE ADVISED TO NAVIGATE WITH CAUTION AND REDUCE THEIR WAKE WHEN TRANSITING THESE AREAS:

Location	Area	Start	Complete	Chart
Coos Bay	Charleston Channel	03/30/2000	04/14/2000	18587
Grays Harbor	Point Chehalis Reach	04/03/2000	06/15/2000	18502
Columbia River	River Mile 24 & 60		08/20/2000	18523 & 18524

OREGON – COOS BAY – CHARLESTON CHANNEL – Dredging Operations –

The U.S. Army Corps of Engineers, has commenced channel flushing in Charleston Channel and will continue until 14 April 2000. The Coast Guard has placed a buoy in the work area marking a shoal. Mariners are requested to transit the area with caution.

Chart 18587

WASHINGTON - OREGON – LOWER COLUMBIA RIVER – Dredging Range Structure Removal -

The U.S. Army Corps of Engineers, Portland District has commenced phase one of the removal of Corps owned dredging ranges in the Columbia River between River Mile 24 and River Mile 60. Structures that are located in water will have their range lights, range boards and associated hardware removed. However, the main piling structure

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will remain in place until further notice. Structures that are located on shore will be removed in their entirety. Scheduled Completion of phase one is approximately August 20, 2000.

Charts 18523 and 18524

WASHINGTON – GRAYS HARBOR – POINT CHEHALIS REACH – Dredging Operations –

Dredging operations will commence 03 April and continue until 15 June 2000 at the outer crossover channel of Point Chehalis South Reach. These operation will be conducted 24 hours per day. The hopper dredge WESTPORT and the towboat GLADYS M will be on scene during dredge operations. VHF-FM Channels 16, 13, and 66 will be monitored by both vessels. Disposal areas include: South Jetty disposal site, and Half Moon Bay nourishment site.

Chart 18502

FISHERIES/BIOLOGICAL SAMPLING, PIER CONSTRUCTION, HYDROGRAPHIC SURVEYS, ETC., CURRENTLY IN PROGRESS WITHIN THE 13th COAST GUARD DISTRICT.

ALL MARINERS ARE ADVISED TO NAVIGATE WITH CAUTION WHEN TRANSITING THESE AREAS:

Location	Area	Start	Complete	Type of Work
Willamette River	Broadway Bridge	04/22/2000	04/22/2000	Earthday Run and Parade
Lake Washington Ship Canal	Fremont Bridge		05/01/2000	Special Operating Times
Grays Harbor	Wishkah Street Heron Street Bridges		07/31/2000	Bridge Control Repairs
Columbia River	Astoria East Boat Basin		06/30/2000	Breakwater Construction

WASHINGTON – LAKE WASHINGTON SHIP CANAL – Bridge Information – Extension of Special Operations –

The draw of the Fremont Bridge need not open both leaves for the passage of vessels unless five hours notice is given at all hours Monday through Friday until 01 May 2000. Single-leaf openings will be provided according to normal operating schedule.

Chart 18447

OREGON – WILLAMETTE RIVER – Bridge Information –

The draw of the Broadway Bridge at mile 11.7 need not open for the passage of vessels from 0700 to 0900 and from 1230 to 1430 local time on 22 April 2000, for the Earthday Run and Parade.

Chart 18526

WASHINGTON – GRAYS HARBOR – WISHKAH RIVER – Bridge Information –

The draw of the Wishkah Street and Heron Street Bridges across the Wishkah River need not open for the passage of vessels from 10 February to 08 March 2000. Two hour notice is required for all openings from 24 January to 31 July 2000. These temporary operating procedures will accommodate the refurbishment of the control and signal systems of the bridges.

Chart 18502

COLUMBIA RIVER – PACIFIC OCEAN TO HARRINGTON POINT – Construction Operations –

Breakwater construction operations have commenced in the Astoria East Boat Basin and will continue until 30 June 2000. One derrick barge and two material barges will be operating in the area.

Chart 18521

OREGON – WASHINGTON – COLUMBIA RIVER, MILE 106.5 – DUAL INTERSTATE 5 DRAWBRIDGES - Bridge Information – Opening Regulation Changes for Drawbridges-

The Coast Guard has amended the operation regulations for the vertical lift spans at Vancouver, Washington, effective 10 February 2000. The operating regulations on that date will be changed to opening on signal for the passage of vessels except that the draws need not be opened from 0630 to 0900 local and from 1430 to 1800 local Monday through Friday except Federal holidays. Unlike the current opening regulations, this change has discarded the distinction between commercial and recreational vessels, and the two schedules based on river level. A copy of the final rule published in the Federal Register, Volume 6, No. 7, (page 1544), January 11, 2000, may be obtained by writing to the address on page 1 of this LNM, or calling Austin Pratt at (206)220-7282.

Chart 18526

VII. GENERAL (continued)

OREGON – WILLAMETTE RIVER – Bridge Information – Opening Regulation Changes for Drawbridges-

The Coast Guard has amended the operating regulations for these drawbridges across the Willamette River: Broadway, Steel, Burnside, Morrison, and Hawthorne, effective 17 February 2000, to changes in the weekday closed periods. The draws shall open on signal except from 0700 to 0900 and 1600 to 1800 local Monday through Friday the draws need not open for the passage of vessels. These closed periods are not effective on Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day. At least one hour notice shall be given for opening of the Steel (upper deck only), Burnside and Morrison from 0800 to 1700 local Monday through Friday. At all other times at least two hours notice must be given.

This change was published in the Federal Register on January 18, 2000, Volume 65, No. 11, pages 2539-2541. A copy of the final rule published in the Federal Register, Volume 6, No. 7, (page 1544), January 11, 2000, may be obtained by writing to the address on page 1 of this LNM, or calling Austin Pratt at (206)220-7282.

Chart 18528

WASHINGTON – PUGET SOUND – Marine Events – Puget sound Area –

AREA/LOCATION	DATE	EVENT	SPONSOR	PHONE #
Shilshole to Richmond Beach	04/12/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Shilshole to Richmond Beach	04/13/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Vicinity of Des Moines Marina	04/13/2000	Sail Boat Race	Three Tree Point YC	209-433-1494
Shilshole to Richmond Beach	04/15/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Union Bat to Montlake Cut	04/15/2000	Wisconsin Dual Crew Race	UW Crew	206-427-7390
Shilshole to Richmond Beach	04/16/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Shilshole ot Port Madison	04/16/2000	Sail Boat Race	Seattle Singles YC	206-937-1679
Commencement Bay	04/16/2000	Sail Boat Race	Tacoma YC	253-851-7228
Shilshole to Richmond Beach	04/19/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Shilshole to Richmond Beach	04/20/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Vicinity of Des Moines Marina	04/20/2000	Sail Boat Race	Three Tree Point YC	206-433-1494
Commencement Bay	04/22/2000	Sail Boat Race	Wind Seekers	253-838-5207
Shilshole to Richmond Beach	04/24/2000	Sail Boat Race	SBYC/STYC	425-277-1285
Commencement Bay	04/26/2000	Sail Boat Race	Wind Seekers	253-838-5207
Shilshole to Richmond Beach	04/19/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Shilshole to Richmond Beach	04/19/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129

04 April 2000

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Notice No. 14

Thirteenth Coast Guard District

Vicinity of Des Moines Marina	04/20/2000	Sail Boat Race	Three Tree Point YC	206-433-1494
Commencement Bay	04/26/2000	Sail Boat Race	Wind Seekers	253-838-5207
Ballard/Bainbridge Isl/ Return	04/29/2000	Sail Boat Race		206-282-7447
Fire Works Display	04/29/2000	Fire Works Display	Emerald Queen Casino	360-352-8911
Budd Inlet	04/29/2000	Opening Day	Olympia YC	360-154-0850
Tacoma/3-tree PT/Robinson Pt	04/29/2000	Sail Boat Race	Tacoma YC	253-845-9320
Shilshole/Smith Isl. & Return	04/29/2000	Sail Boat Race	Seattle YC	206-365-6591
Shilshole to Port Madison	04/30/2000	Sail Boat Race	Seattle Singles YC	206-937-1679
Shilshole/Scatchet Head & Return 04/30/2000	Sail Boat Race	Seattle YC	206-365-6591	
Shilshole to Richmond Beach	05/01/2000	Sail Boat Race	SBYC/STYC	425-277-1285
Commencement Bay	05/03/2000	Sail Boat Race	Wind Seekers	253-838-5207
Shilshole to Richmond Beach	05/03/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Shilshole to Richmond Beach	05/04/2000	Sail Boat Race	Corinthian YC, Seattle	206-827-1129
Vicinity of Des Moines Marina	05/04/2000	Sail Boat Race	Three Tree Point YC	206-433-1494
Portage Bay/Montlake Cut	05/06/2000	Opening Day	Seattle YC	206-937-9968
Union Bay to Montlake Cut	05/06/2000	Windermere Cup	UW Crew	206-427-7390
Bellingham Bay	05/06/2000	Opening Day	Bellingham YC	360-715-7373
Swinomish Channel	05/06/2000	Opening Day	Swinomish YC	360-422-5603

VIII. CORRECTIONS TO THE LIGHT LIST, VOLUME VI; PACIFIC COAST AND PACIFIC ISLANDS 1999:

An asterisk *, indicates the column in which a correction has been made or new information added.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Ht	(6) Rng	(7) Structure	(8) Remarks
	Swinomish Channel South Entrance						
18828	- Daybeacon 11B	48 22.2 122 31.3		15		SG on pile.	
	*						14/00
18836	- Daybeacon 15	48 22.5 122 30.6					Remove from list.
						*	14/00

IX. ADDITIONAL ENCLOSURES:

1. 1. U.S. Coast Pilot7, Pacific Coast: California, Oregon, Washington, and Hawaii, 1997 (31st) Edition, Change No. 31

If you have any questions, comments, or need additional information concerning this or other LNM's or the LNM Mailing List (e.g. additions, deletions, corrections) contact the address or phone number on the front page.

W. T. DEVEREAUX
 Commander, U.S. Coast Guard
 Chief, Aids to Navigation & Waterways Management Branch
 Thirteenth Coast Guard District
 By direction of the District Commander

Publication--National Ocean Service--U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 1997 (31st) Edition. Change No. 30.

Coast Pilot 7 31st 1997 Corrections

Page 172-Paragraph 166, lines 4-5; read:
 a **restricted area**, and **explosive anchorages** have been
 established on the E and W sides of the channel. (See
334.930 and 110.215, chapter 2, for ...
 (33 CFR 334.930; 33 CFR 110.215)

Page 172-Paragraph 166, lines 6-9; read:

limits and regulations.) In January 2000, the controlling depths were 35 feet in the entrance channel to the turning basin, thence 33 feet in the basin. The channel ...

(BPs 170250-52)

Page 235-Paragraph 371, lines 3-4; read:

December 1999, the controlling depth in the dredged channel was 4 feet (7 feet at midchannel) to the turning basin, thence 4 1/2 to 7 feet in the turning basin; thence in 1984, natural depths in the creek were 3 to 12 feet to ...

(BPs 170555-558, NOS 18653)

Page 238-Paragraph 388, lines 2-4; read:

to the entrance to the Petaluma River. In October 1999, the controlling depths were 5 1/2 feet (7 feet at midchannel) to Light 14, thence 5 feet (7 feet at midchannel) to the mouth of the river; thence in ...

(BPs 169850-854)

Page 419-Paragraph 652, lines 3-5; read:

March-April 1999, the controlling depth was 29 feet (38 feet at midchannel), thence 36 to 38 feet in the basin with lesser depths along the edges. The ...

(BPs 168306-07)

ENCLOSURE 1

Publication--National Ocean Service--U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 1997 (31st Edition. Change No. 31.

Coast Pilot 7 31st 1997 Corrections

Page 231-Paragraph 331, lines 3-6; read:
feet of berthing space with dolphins; 36 feet alongside; deck height, 15 feet; rear of face, north section, 1,660 feet of berthing space; 7 to 9 feet alongside; deck height, 13 feet; rear of face, south section, 630 feet of berthing space; 10 feet alongside; deck height, ...
(BP 168055; BP 169798; CL 1904/99)

Page 235-Paragraph 374, lines 5-9; read:
thence for another 0.2 mile above the turning basin. In July-August 1999, the controlling depth in the entrance channel was 3 1/2 feet (5 1/2 feet at midchannel) to the mouth of the creek; thence in December 1997, the midchannel controlling depth was less than 1 foot from the mouth of the creek to the turning basin about 400 feet below the Grand Avenue Bridge. The controlling depth was 2 feet within the ...
(BPs 164497-99; BP 163553; BP 169040)

Page 235-Paragraph 383, line 3; read:
Davis Point. In October 1998, depths of 32 feet were alongside the 1,250-foot wharf; ...
(BP 168522)

Page 272-Paragraph 6, lines 15-20; read:
the W jetty. In August 1999, the controlling depths were 8 feet (15 feet at midchannel) in the entrance channel, thence 6 to 13 feet in the barge turning basin, thence 7 to 12 feet to the head of the upper small-craft basin, except for lesser depths along the N and W edges, thence 3 feet (9 feet at midchannel) in the entrance to the lower small-craft basin to the beginning of the floating slips, thence 2 to 4 feet in the barge slip. An overhead ...
(BP 169396)

Page 274-Paragraph 57, line 2; read:
in 6 to 10 fathoms, sand bottom, however, it is reported that many ...
(NOS 18589)

Page 275-Paragraph 78, lines 4-6; read:
the S side of the river about 0.7 mile above the entrance. In June 1999, the controlling depth was 7 feet (12 feet at midchannel) from the entrance to the port floating dock. The channel ...
(BP 168917)

Page 291-Paragraph 80, lines 1-4; read:
In August 1999, the controlling depths were 7 feet (10 feet at midchannel) in the entrance channel to the basin, thence 5 to 10 feet in the N half and 10 to 13 feet in the S half of the basin, and thence 5 feet at midchannel to the head of the project at the ...
(BP 169271)

Page 367-Paragraph 221, lines 3-5; read:
Kenmore channel. In January 1998, the north half of the channel had a controlling depth of 2 1/2 feet. About 0.3 mile above the mouth of the river is a highway ...
(BP 164424)

Page 382-Paragraph 435, line 7 through Paragraph 436, line 6; read:
directional light on the NE side and a private lighted buoy on the SW side. Project depths in Hylebos Waterway are 30 feet in the waterway and basins. Project depths in Blair Waterway are 30 feet in the Southern Section and 35 feet in the rest of the waterway and basins. (See Notice to Mariners and latest editions of charts for controlling depths.)
The 11th Street bascule bridge over Hylebos Waterway has a clearance of 21 feet. (See **117.1 through 117.59 and 117.1061**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works on channel 13. Call signs: KZN-574, Hylebos Bridge. A power cable at the bridge has ...
(CL 1963/98; LL/98; NOS 18453; CEM-Seattle/79)